CHAPTER 6: MOBILITY ELEMENT

DRAFT AS JUNE 27, 2017 OVERVIEW

The ability to move spontaneously and independently is crucial to the quality of life citizens in and around Weatherford desire. Providing access to systems that support this type of mobility is the number one priority of the Capital Transportation Department. While the Public Works department is devoted to maintaining and improving the existing roadways, the Capital Transportation Department plans and constructs new systems that expand and improve all forms of personal and mass mobility. Weatherford's roadway system is currently controlled by two governmental entities; the City of Weatherford and the Texas Department of Transportation (TxDOT). TxDOT operates the major arterials and freeways in Weatherford, including US Highway 180, FM Highway 51, FM Highway 2454, FM Highway 1884, FM Highway 920, FM Highway 730 and Interstate Highway 20. Weatherford operates all other roadways within the city limits. All roadway maintenance and rehabilitation is paid for through the City of Weatherford General Fund and any new roadways or capacity expansion of existing systems are normally funded through street bonds known as "general obligation bonds" which are approved by taxpayer vote.

INTRODUCTION TO MOBILITY

The transportation systems form one of the most visible and permanent elements of the community. It establishes the framework for community growth, connectivity, development and, along with the Land Use Plan, forms a long-range statement of public policy. As the alignment and right-of-way of major transportation facilities are established and adjacent property developed, it is difficult to facilitate system changes without significant impacts. By incorporating programmed land uses and densities of the Land Use Plan, strategies are developed that maximize the land use/transportation relationship and increase the community's chances in achieving its overall social and economic development goals.

Our community not only views a transportation system as a way to facilitate movement, but also as a place to gather, to congregate, to sit, to watch, and to interact. This expanded definition fundamentally changes our relationship with streets and will

factor into future transportation discussions. *Streets are also our community's public face, the places that connect us to work, entertainment, shopping, recreation, and each other.*

MOBILITY WITHIN THE STUDY AREA

Weatherford, and the surrounding communities are major contributors to the economic growth of the North Texas region. A region that boasts a population of 7 million people and a projected population of over 10 million people by the year 2040. Local and regional mobility is a vital factor in creating this economic well-being, and the quality of life that attracts so many people. To sustain this attraction and vitality, the mobility plan is designed around maximizing existing system assets through improved maintenance practices, efficient management and operational controls and rational land use strategies, which allows capital infrastructure investments in transportation systems to target a variety of travel needs.

MULTIPLE MODES

Modern human travel can be as simple as walking to a neighborhood grocery store or as complex as flying cross country to a business meeting. Therefore, mobility planning must consider access for all people and travel modes.

In addressing the mobility needs of all users, the mobility plan must integrate the community's values of health, safety and economic vitality by viewing the transportation system as a platform for creating and capturing these values.

MOBILITY POLICIES, GOALS AND OBJECTIVES

The Weatherford Transportation Advisory Board (TAB) works to develop plans and policies to improve mobility within Weatherford and the region. The Board is the main conduit for community input regarding mobility and when plans and policies are developed they are forwarded to the City council for action.

TAB helped develop the 2013 Transportation Plan and its vision statement: **"a vibrant community will be achieved by ensuring that transportation and infrastructure investments focus on provision of mobility choice, and supports strong neighborhoods, employment centers and activity centers"**. Policies form the strategy for achieving this vision and the one of key policy directives recommended by the TAB and adopted by the City Council is the Complete Streets Policy.

IN1 The City will provide a complete and connected, context-sensitive transportation system for all users that supports mobility options, accessibility, healthy living, and economic benefit, and ensures the safety, accessibility, comfort, and convenience of people of all ages and abilities, pedestrians, bicyclists, motorists, public transportation users, emergency responders, freight providers, and adjacent land users.

MOBILITY SHORT-TERM INFRASTRUCTURE ACTIONS AND INVESTMENTS

Action 1. Work with the Texas Department of Transportation to reduce truck traffic in the Weatherford Downtown Area by removing State Highways within Weatherford from the State system.

Action 2. Work with TxDOT Aviation and the North Central Texas Council of Governments to locate and establish a General Aviation airport in Weatherford.

Action 3. Work with the North Central Council of Governments to extend regional transit to Weatherford or establish local transit systems within Weatherford.

Action 4. Develop a bike Master Plan with on street bike lanes.

DESIGN FOR COMPLETE, CONNECTED AND CONTEXT-SENSITIVE STREETS

Street design and transportation system planning are *important elements* in a general plan, guiding the city engineers, roadway designers, land use planners and private developers by creating safe, functional and livable streets within the City of Weatherford and its ETJ. In the past, roadway standards created thoroughfares based primarily on their role in moving the vehicular traffic volumes expected.

Recent trends in development, locally and across the nation, have changed this approach to roadway planning. Today's transportation system plans consider multiple modes of transportation, not just autos and trucks, and recognize the important role the street network plays as a platform for creating and sustaining the places along and connected to and by these roadways.

Today's mobility system planning encourages greater flexibility in thoroughfare design so the street complements surrounding land uses and activities and improves the transportation-land use connection. These flexible design guidelines enable the City and developers to enhance their developments with streets that are consistent with the character and sense of *place* created by the surrounding land uses. In this way, the street and the 'public realm' it travels through compliment the neighborhoods, business areas and parks they serve.

COMPLETE STREETS

Complete Streets mean streets that are designed, operated, and maintained to enable safe, accessible, convenient, and comfortable travel and access for all people and travel modes.[1] This includes people traveling as pedestrians, by bicycle, by transit, and by motor vehicle such that people of all ages and abilities are able to safely move along and across a street.

By designing 'Complete Streets', the City of Weatherford provides a complete and connected, context-sensitive transportation system for all users that supports mobility options, accessibility, healthy living, and economic benefit, and will ensure the safety, accessibility, comfort, and convenience of people of all ages and abilities, pedestrians, bicyclists, motorists, public transportation users, emergency responders, freight providers, and adjacent land users.

[1] These descriptions and definitions are excerpted from the City of Weatherford Complete Streets Policy, adopted 2017.

CONNECTED STREETS

The connected, multi-model mobility system is designed to give people choices and flexibility so they can decide how and when they make their trips to work, school, shopping and other destinations. A focus on connectivity emphasizes the value of easy linkages to major destinations for people who are walking or biking. Multi-modal transportation systems provide streets that are designed for all modes of travel – auto, bicycle, walking and public transportation. They support new innovations in shared ride systems. New technology makes it easier to manage the demands on the mobility network, thus making more efficient and cost-effective use of the system's capacity.

CONTEXT-SENSITIVE STREETS

Together with more flexible street design guidelines, the street context, or character of the area adjacent to the roadway, plays an important role in the way a street looks and functions. One type of street design will not satisfy all the different needs within the City. Therefore, it is important that the design standards offer flexibility to allow for these distinctions. There is no "one size that fits all" in the framework of street design. The illustration in depiction below shows a single street that traverses a range of different places, from a Town Center to a residential neighborhood. In each of these areas, the design and character of the street should act as a supporting platform and complement the character and the uses found in the area.

Courtesy Townscape, Inc. Jim Richards, Dennis Wilson

DESIGN CONCEPTS FOR COMPLETE, CONNECTED AND CONTEXT-SENSITIVE

Creating streets and other parts of a mobility network that are complete, connected and context-sensitive requires an evaluation of issues related to travel demands and safety, urban design and community objectives. Several street types are defined based on their transportation role and capacity, but also on the character of the places they serve. The examples in the following depictions show how land use and character as well as transportation features combine to create a set of standard 'street types'. These street types are then used within the General Plan's Place Type areas as the guidelines for detailed street cross-sections and design features.

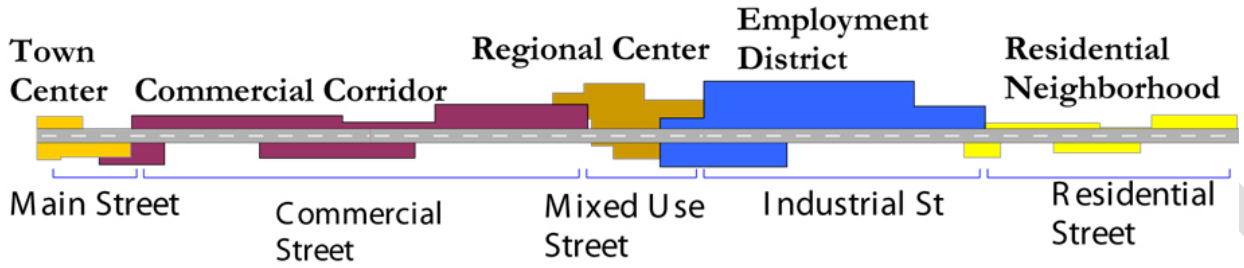


Exhibit 1: Street Type Example 1

Exhibit 2: Street Type Example 2

Urban Neighborhood Streets

Land Use
- Wide range of uses including special industrial, retail, restaurants, studio and mixed live-work units
- Minimal building setbacks

Travelway
- Slower speeds on collector streets
- On-street parking encouraged

Streetside
- Moderate pedestrian activity
- Wide sidewalks with landscaping **buffer**
- Landscaping and trees to provide shade

Transit
- Frequent transit service
- Transit stops spaced no greater than 1/2 mile

Bicycles
- Shared lanes with bicycles and vehicles
- Bike lanes desirable where ROW is available


Dallas, TX


Dallas, TX

Exhibit 3: Street Type Example 3

Suburban Commercial Streets

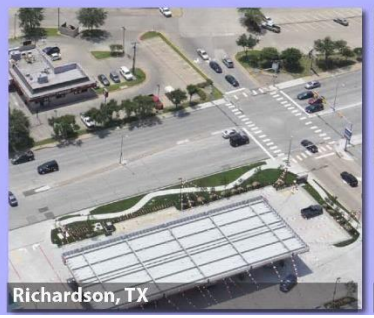
Land Use
- Wide range of uses including live, work, shop, play, dining and lodging

Travelway
- Higher speeds and volumes
- Driveway management important
- Raised medians desirable to increase safety
- 4+ lanes common

Streetside
- Low to moderate pedestrian activity
- Wider sidewalks with wide landscaping buffers
- Pedestrian access to transit and adjacent land uses

Transit
- Transit service available
- Stops spaced no closer than 1/4 mile to increase **efficiency**

Bicycles
- Bike lanes desirable on collector streets
- **Off-street** trails where ROW permits
- Bike lanes may require **buffer** due to traffic speeds and volumes


Richardson, TX


Houston, TX

Exhibit 4: Street Example 4

Suburban Neighborhood Streets

Land Use
- Primarily residential
- Homes can front on low volume streets

Travelway
- Low to moderate speeds and volumes
- Driveway management important
- Emergency vehicle accommodation desirable
- On-street parking common

Streetside
- Low to moderate pedestrian activity
- Wider sidewalks with wide landscaping buffers
- Trees to provide shade

Transit
- Transit service available

Bicycles
- Bike lanes desirable on collector streets
- Off-street trails where ROW permits

Richardson, TX

Austin, TX

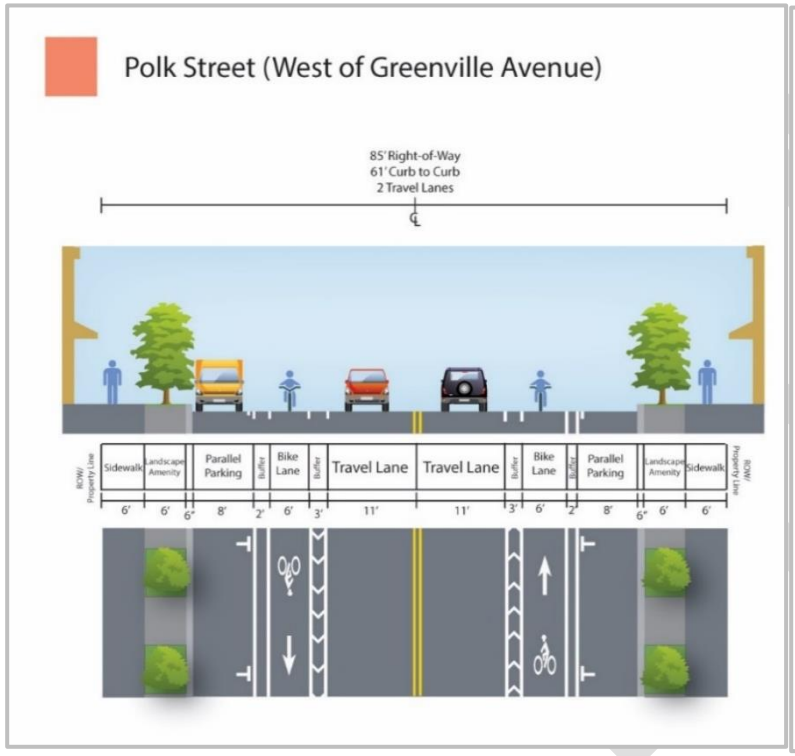
TRAFFIC CALMING AND ROUNDABOUTS

Traffic calming is the combination of a variety of physical measure measures to reduce the negative effects of motor vehicles, alter driver behavior, create safe and attractive streets and improve conditions for non-motorized street users. Traffic calming can slow speeds of vehicles through neighborhoods, reduce cut through traffic and the number/seriousness of collisions. In so doing, it enhances the livability and street environment of those areas. The City Transportation and Public Works Department has an adopted Traffic Calming Program that has a toolbox of available physical improvements such as intersection and midblock chokers (See photo). Speed can be reduced by narrowing travel lanes with parking lanes, striping, bike lanes, pedestrian ways and small traffic circles at residential intersections. The policy may be viewed at http://weatherfordtx.gov/DocumentCenter/Home/View/1111.

Within the last 30 years, the roundabout has become an acceptable alternative to traditional intersections (like traffic signals and stop signs). The roundabout intersection provides several benefits when considering intersection improvements. For example, an existing intersection has a high accident rate but is close to a traffic signal or stop-controlled intersection. A roundabout can provide safety improvements by channeling traffic around the central island, and using yield signs to help reduce vehicle wait time. Roundabouts also provide a traffic calming effect along a roadway corridor and aesthetic benefits with landscaping at the island and around the intersection. In addition, studies have shown that traffic congestion and waiting at lights with idling cars on many streets is reduced because traffic is always moving, although at different rates of speed. The City of Weatherford has recently implemented its first roundabout at the intersection of Charles Street and Mockingbird Lane with a single lane roundabout with landscaping improvements. (See concept plan). Once they got used to it, the neighborhood and motoring public have given very favorable reviews. Weatherford will investigate the use of roundabouts at a number of possible locations. The roundabout policy can be viewed at http://weatherfordtx.gov/DocumentCenter/View/11623.

COMPLETE STREET CROSS SECTIONS

Once the street type and function has been defined, specific cross-sections can be developed. The cross-section designs change as the street moves from one place to the next. For each place, a different cross-section may best provide a street that is complete – serving all modes of travel – and context-sensitive – contributing to the vitality and character of the place. The illustrations in Exhibits # and # below show the variation between a street in a walkable, Main Street area and a street in a Commercial area.



Adjacent development in key places should be subject to design guidelines or standards as well. Such standards can address the location, massing and form of buildings, the character of the public realm and other features. The rendering in Exhibit # suggests the place created by the combination of development guidelines and a Main Street design of mobility improvements. Based on these street and development design concepts, the mobility network contributes to the creation of a vibrant and successful place. As part of implementing this General Plan, Weatherford can provide design guidance for public and private sector mobility projects that support the desirability and long-term success of the areas they serve.

POLICIES FOR COMPLETE, CONNECTED AND CONTEXT-SENSITIVE STREETS

IN1. The City will utilize the adopted Traffic Calming Policy and Program to encourage groups to come together to design and implement traffic calming solutions in neighborhoods without impacting connectivity or mobility.

IN2 The City will use the Complete Street Policy as a program guide for all development and redevelopment in the public domain within the City and its Extra-Territorial Jurisdiction.

SHORT-TERM INFRASTRUCTURE ACTIONS AND INVESTMENTS

Action 1. Develop Bicycle Plan for on street bike lane systems – (2017/2018)

Action 2. Develop a Gateway Design Guideline Policy that compliments Weatherford's Public Vision - (2017/2019)

Action 3. Review and update Street Design to Compliment current land use criteria – (2017-2019)

STUDY AREA THOROUGHFARE PLAN

A thoroughfare plan is a long-range plan that identifies the location and type of roadway facilities that are needed to meet the projected long-term growth within the City and its ETJ. The long-term growth is typically projected using a travel demand model which utilizes future land use inputs and assigns the future traffic generation onto the thoroughfare network of streets. It assists the City in determining the hierarchy of the street network and the appropriate number of lanes a corridor should have to provide appropriate capacity to accommodate the future demand. It does not, however, identify the appropriate configuration or design of future streets based upon each street's development context. The thoroughfare plan serves as a tool to enable the City to preserve future corridors for transportation system development as the need arises. One of the most important elements of the thoroughfare plan is the right-of-way (ROW). The ROW in the thoroughfare plan allows for the city to require future development to dedicate necessary ROW to accommodate new demand on the street network. Not having this element in thoroughfare planning can result in difficult and costly land acquisition and potential mobility issues in the City.

The 2013 Transportation Plan not only included thoroughfare classification and configuration, it integrated a complete streets program, mass transit and multi-modal planning, bike and pedestrian planning, aviation airport planning, downtown courthouse square planning with traffic operations, context corridor and gateway streetscaping and parking to from a complete mobility plan. The plan forms the guiding document for the development of plans, policies and actions by the Transportation Advisory Board and City Council.

The 2013 Thoroughfare Plan Map is publicly reviewed and modified on a regular basis to reflect current needs. The latest plan map was revised in 2017 and is shown opposite. The map may be found at http://weatherfordtx.gov/DocumentCenter/View/12625 and examined in closer detail.

ADOPTED THOROUGHFARE PLAN MAP (2017) OPPOSITE PAGE

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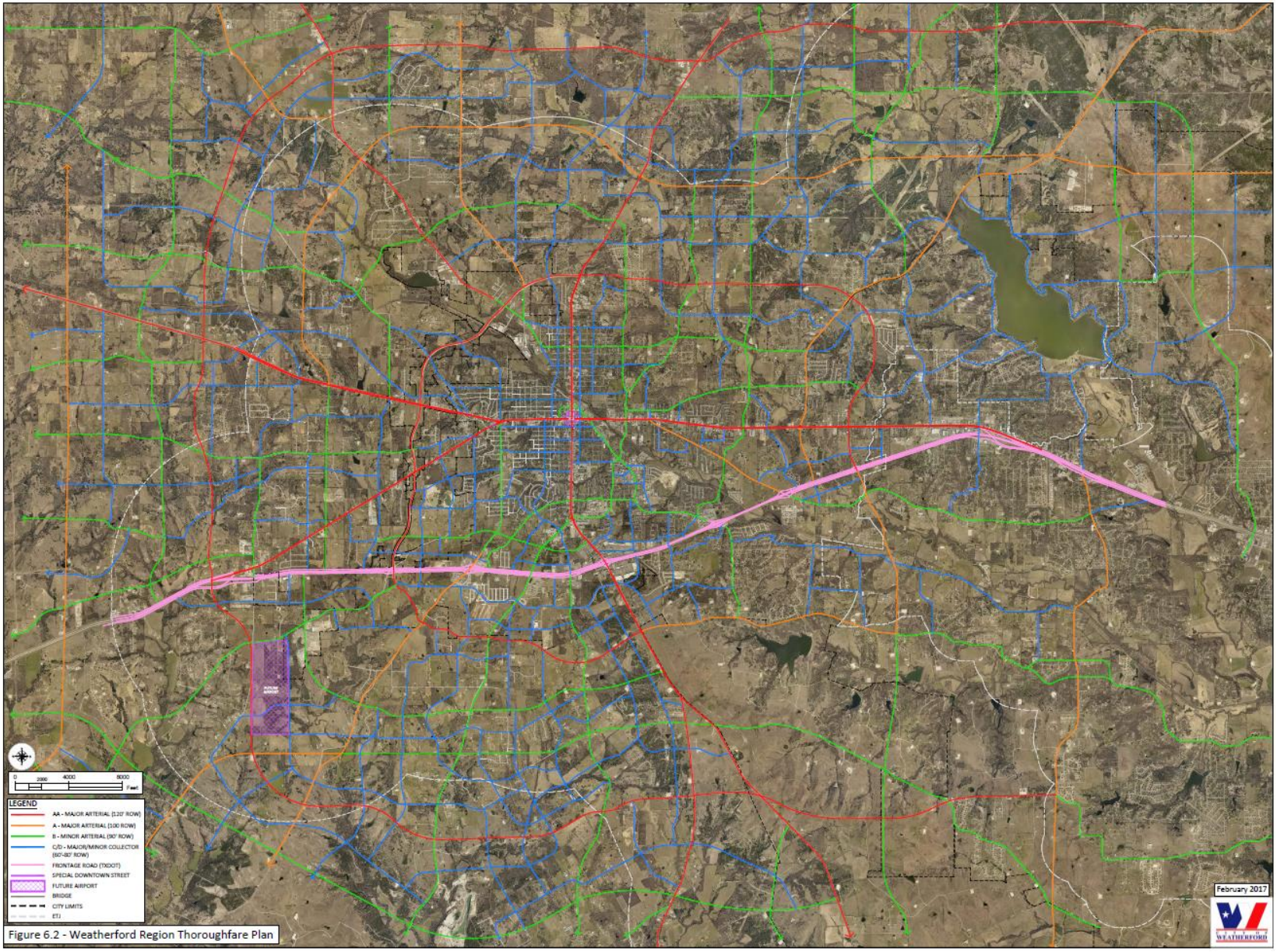


Figure 6.2 - Weatherford Region Thoroughfare Plan

Street Classifications

Functional street classification recognizes that streets are part of a system having diverse origins and destinations. Functional classifications also describe and reflect a set of characteristics common to all roadways within each class. Functions range from providing mobility for through traffic and major traffic flows, to providing access to specific properties. Characteristics unique to each classification include the degree of continuity, general capacity and traffic control characteristics. The relative role of each classification and its intended use is illustrated to the right.

In short, the functional classification of streets provides for the circulation of traffic in a hierarchy of movement from one classification to the next. Functional classes can be subdivided further into major and minor designations to further detail their role in the community. For each classification, there is typically a recommended set of operational and design criteria.

Weatherford's Thoroughfare Plan recognizes general classes of roadways that are based on a hierarchical function and include:

Type of Roadway	Function	Spacing (Miles)	Direct Land Access	Roadway Intersection Spacing (3)	Volume Ranges (Veh./Day)	Speed Limit (MPH)	Parking	Comments
Freeway/ Tollway	Traffic Movement; long distance travel.	5-Apr	None	1 mile	45,000 to 125,000	55-70	None	Supplements capacity of arterial street system and provides high speed mobility.
Major Arterial	Moderate distance inter-community, intra-metro area, traffic movement. Serves long trip lengths.	½ -1 ½ (2)	Restricted – some movements may be prohibited; number and spacing of driveways controlled.	1/4 mile	36,000 to 45,000	40-55		"Backbone" of the street system.
Minor Arterial	Mobility function is primary; access function is secondary. Serves moderate trip lengths.		May be limited to major generators; number and spacing of driveways controlled.	1/8 mile	20,000 to 34,000	30-45		Provides route and spacing continuity with major arterials.
Major Collector	Primary – collect / distribute traffic between local streets and arterial system. Secondary – land access; inter-neighborhood traffic movement.	¼ -½ (2)	Safety controls; limited regulation.	300 feet	12,000 to 28,000	30-40	Limited	Through traffic should be discouraged.
Minor Collector	Primary – internal to one neighborhood; serves short trip lengths. Secondary – land access.				1,000 to 15,000	30-35	Limited	
Local	Land access.	2 lot lengths	Safety control only.		200 to 1,500	20-30	Permitted	

(1) Spacing determination should also include consideration of (travel within the area or corridor based upon) ultimate anticipated development.

(2) Denser spacing needed for commercial and high-density residential districts.

(3) Spacing and intersection design should be in accordance with state and local thoroughfare standards.

MOBILITY INVESTMENTS

The Weatherford Transportation Plan has developed a 10-year and 20- year Capital Improvement Program and this program is augmented by a Transportation Re-Investment Zone (see Economic Development) with a dedicated funding stream to help implement transportation plans. The city also works with the NCTCOG to secure State and Federal transportation funds for regional and local transportation projects.

THOROUGHFARE PLAN GOALS, OBJECTIVES AND POLICIES

The following are a summary of some of the policies, goals and objectives established by the City in its adopted 2016 Thoroughfare Plan. This list is not meant to be an all-inclusive list, nor is this General Plan meant to establish new policies that have not been approved by City Council. The complete adopted goals and objectives may be found in chapter 2 of the adopted thoroughfare plan which is viewable and downloadable at http://weatherfordtx.gov/DocumentCenter/View/8053.

Goal 1: To provide a transportation system that will effectively and economically serve the existing and projected travel needs of the community in a safe and efficient manner.

The objectives may be summarized as using the hierarchy of street classification and their design standards to ensure the flow of traffic. Alternative standards would be developed for walkable areas within the community. Active assessment of access and circulation with funding of regular capital improvement programing of improvements will enhance safety and capacity resulting in reduced congestion. Finally, there needs to be a balance between the transportation system and land use

GOAL 2: Provide continuity of traffic flow within and between neighborhoods and throughout the community.

Ensuring connectivity to regional circulation systems, commercial and retail areas and even neighborhoods would be the objective. At the same time, the negative impacts of regional or cut through traffic would be minimized. Traffic control devices along with management of corridor access with driveway sharing, cross easements and medians with coordinated spacing will maximize traffic flow and minimize congestion.

GOAL 3: Monitor regional transportation system or other agency planning efforts to ensure a proactive community response to issues affecting the city.

The objectives may be summarized as coordinating planning and funding with the regional MPO on the transportation system improvements with the City and the ETJ. TXDOT will need similar coordination on TXDOT facilities and Parker County on their facilities. Coordination with the various school districts on the implications of proposed facility expansion and remodeling will optimize traffic and school safety.

GOAL 4: To optimize mobility and decrease dependency upon the automobile by encouraging transportation alternatives.

The thoroughfare plan objectives would expand the multi-modal transportation opportunities, especially bike and pedestrian pathways/trails to key destinations and neighborhoods in the city. The coordinated system could develop as growth occurs using major watersheds and other open space. Prioritized sidewalk improvements based upon type of street and adjacent land uses and enhanced pedestrian crossings of high traffic volume streets would provide for safe and effective pedestrian traffic. Coordinate land use patterns to reduce the number and length of auto trips and support walking and bicycling with friendly, walkable neighborhoods accessible to key destinations. Finally, coordination with other agencies will provide for transit services for community residents and/or other targeted groups.

GOAL 5: To plan and implement regional mobility options for residents commuting to and from the city to the Metroplex.

The adopted mobility objectives ask the Transportation Advisory Board for continued proactive planning with NCTCOG and/or other interested agencies to further advance and promote the extension of regional commuter rail to the City. Sharing right-of-way with the Union Pacific Railroad would connect Weatherford to the regional transit system. The TAB would identify and promote a commuter rail station and ensure the location provides opportunities for economic development and investment along the corridor and the Downtown.

GOAL 6: Promote the development of a general aviation airport within/near the City.

A major objective of the City is to obtain a general aviation airport. Proactive planning with NCTCOG, the County and other agencies would identify, promote and secure the best location within or adjacent to the City. Proactive land planning and related

policies would enhance airport viability by supporting adjacent or ancillary land uses and economic development with accessibility to key roadways/major area corridors

GOAL 7: Reduce truck traffic through the City.

The City would identify optimal routes to facilitate truck traffic through Weatherford and remove such traffic through the Downtown area. It would work with TxDOT to reclassify and re-route and sign truck routes from US180 through Downtown to: 1) IH-20, Ric Williamson Memorial Parkway and, the Mineral Wells Highway for east-west traffic and, 2) SH 51, FM 730 or other state routes with Ric Williamson Memorial Parkway for north-south travel.

GOAL 8: Upgrade and improve existing street infrastructure to enhance system carrying capacity, reduce congestion and minimize accidents.

The objective is to utilize a continuous, coordinated transportation planning process addressing long and short term needs. It would encourage and accommodate through traffic on the arterial system and enhance the capacity of key corridors through the development process with coordination of driveways, median openings, cross/shared access and enhanced driveway standards near critical intersections. Obtaining additional right-of-way at critical intersections in the development process would enable the implementation of channelized turn movements and add road capacity. A pavement condition inventory would identify critical streets in poor operational/maintenance condition and establish an annual schedule to repair and improve them.

GOAL 9: Upgrade and improve existing street infrastructure to meet or exceed minimum standards by Year 2035.

The objective would be to identify and define minimum design and construction standards to be met by Year 2035, identify funding alternatives/sources and maintain implementation priorities for street improvements through a capital improvements planning process.

GOAL 10: Promote a more livable city and high quality of life through incorporation of urban design practices and a proactive approach to aesthetic quality of key transportation corridors.

This would be accomplished by developing streetscape/urban design standards to enhance the City's visual/aesthetic appeal (e.g., design guidelines for consistent streetscape, landscaping, signage, entryway treatments, etc.) of roadways/specific corridors within the City with visual/themed gateways at principal entry points. The natural and built environment would be incorporated into the

design process with "pedestrian-friendly" access to key community resources and areas. Traffic calming techniques and alternative intersection designs including bulb-outs, chicanes, mid- block treatments and traffic circles would be employed to moderate speeds and traffic and enhance street aesthetics. Public/private participation and cooperation in beautification efforts could be utilized with assistance from private/volunteer groups to perform urban design related projects and help maintain enhanced public areas (e.g., street medians, small landscaped areas, intersection corners, etc.). The development review process could evaluate private projects and their contributions to urban design initiatives and compliance with adopted studies/guidelines.

Goal 11: Optimize the use of city funds and leverage additional funding for transportation to maximize public return on investment in transportation infrastructure and operation.

The objective would be to identify and pursue private, regional, state and federal revenue sources for funding multi-modal transportation improvements, surface transportation projects and special initiatives in the city. Plan for and preserve rights-of-way and other real property for future multimodal transportation and supporting infrastructure investments in advance of economic development. Develop a policy and programs for private/public partnerships and donations to fund transportation infrastructure, amenities and aesthetics. Transportation investments should be leveraged to enhance land use and economic development within the city. For example, implement backage roads where possible along both sides of IH-20.

SHORT-TERM MOBILITY ACTIONS AND INVESTMENTS

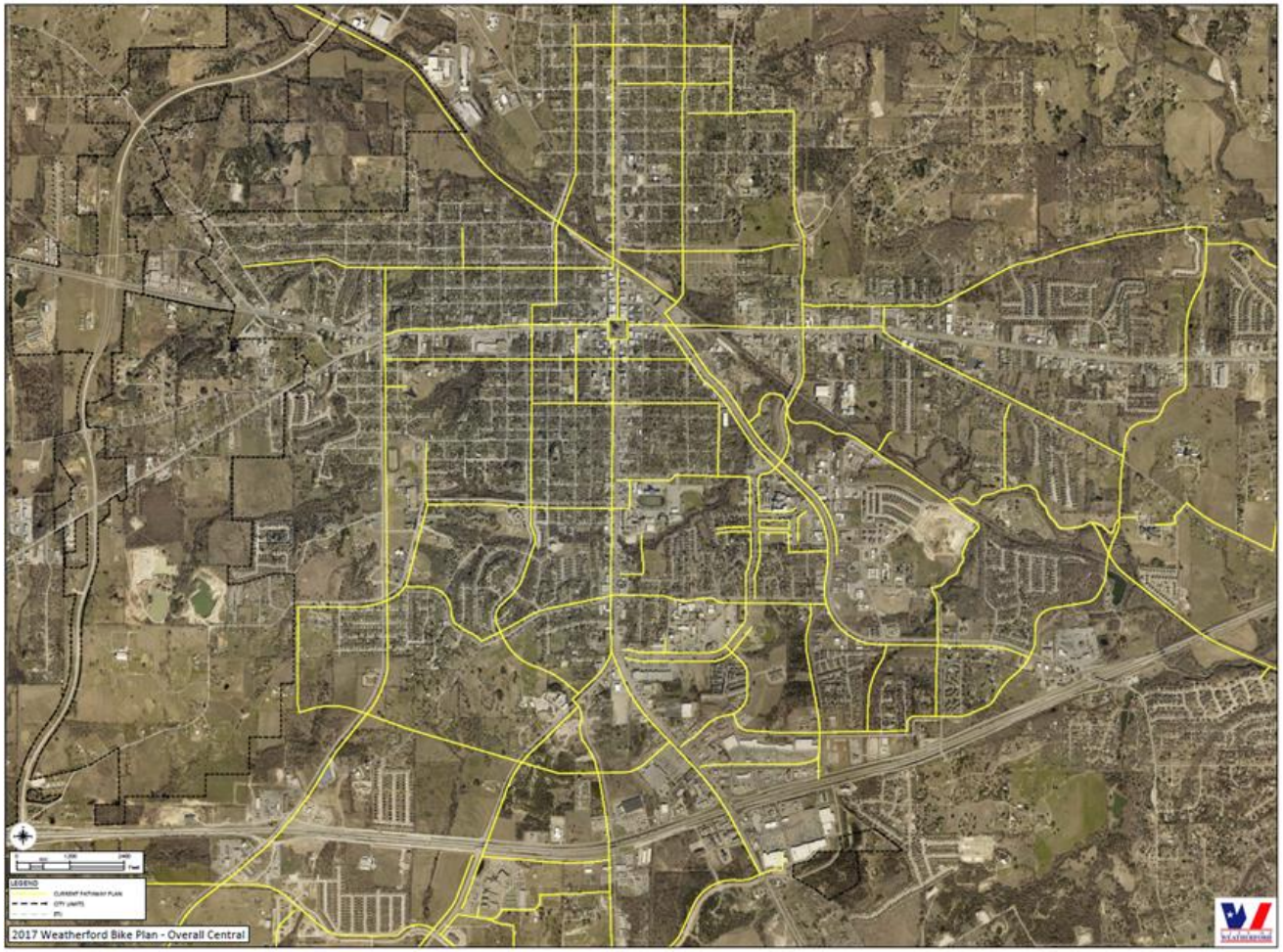
Action 1. Develop Bicycle Plan for on street bike lane systems – (2017/2018)

Action 2. Develop A Gateway Design Guideline Policy that compliments Weatherford's Public Vision - (2017/2019)

Action 3. Review and update Street Design to Compliment current land use criteria – (2017-2019)

BIKE PLAN

A pedestrian and bike plan is an intricate part of the mobility plan. An updated bike master plan will provide the vehicle for future funding initiatives. The existing adopted Bike Plan is located



DOWNTOWN MOBILITY

OVERVIEW

Weatherford's roadway system is built around and upon two major highway systems. US Highway 180 which runs east/west through the center of the City and FM Highway 51 which runs north/south through the City. These two highways where designed as major traffic conduits passing all types of motorized vehicles through the community. As these volumes increased, especially truck volumes, the impact on the downtown was profound.

The original downtown square (Exhibit #) was based on county roads that brought local agricultural products to Weatherford. In the early 1900's State Highway #1 (also known as the Bankhead transcontinental route) was established, later to become Highway 80 and then 180 with major volumes of through automobile and truck traffic as one of the premier routes across Texas. The downtown was modified in the late 40's (Exhibit #) to accommodate the increase of truck traffic on US Highway 180 and again in the late 60's (Exhibit #) to accommodate increased truck volumes on Highway 51. These changes effectively separated the downtown square into five islands (the four quadrants and the isolated Parker County Court House).

Interstate 20 was eventually developed to replace Highway 80/180 as the major cross country route and relieved a lot of the east-west through traffic. The new Ric Williamson Memorial Highway (also known as the East Loop) has further reduced both the North-South and East-West through traffic and provided an alternative to using the downtown roadways. The east loop when completed will also provide an alternative to driving through downtown. However, as long as these are TXDOT designated thoroughfares, signs on the Interstate will direct Mineral Wells and west bound traffic through downtown. In addition, many GPS mapping systems route truck traffic through downtown showing the roadways are the shortest TXDOT routes.

Exhibit # Weatherford early 1900 looking west

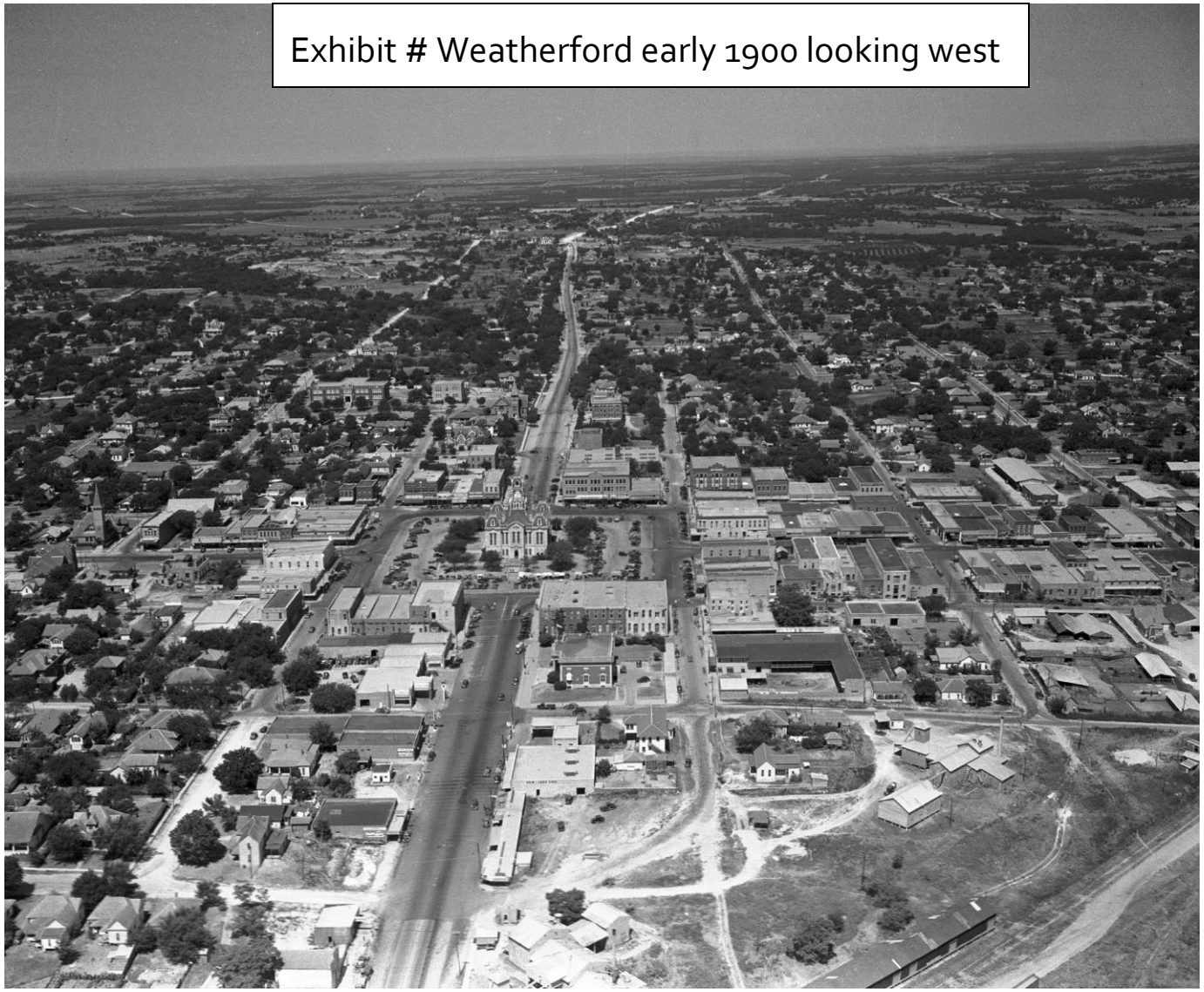
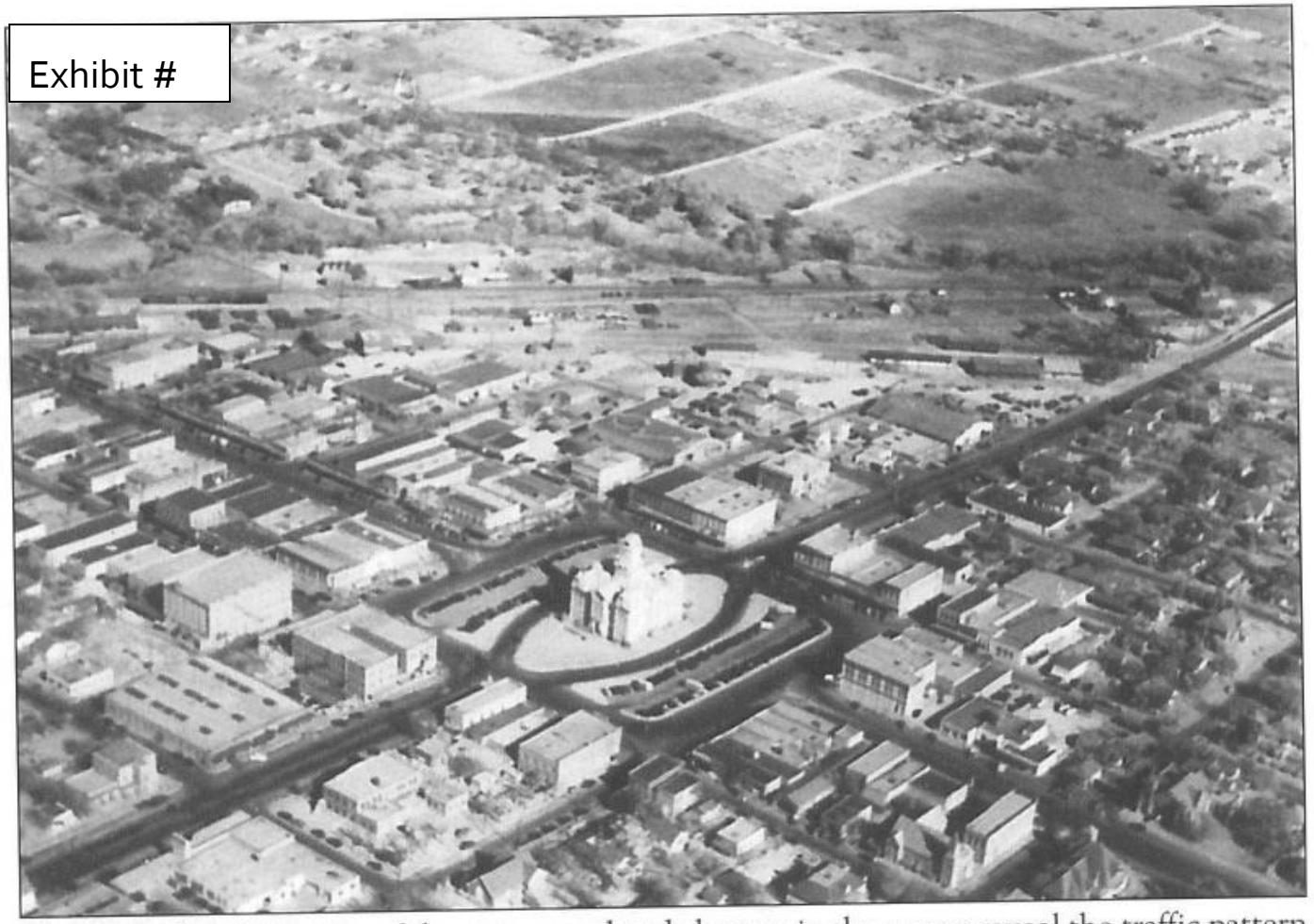


Exhibit #

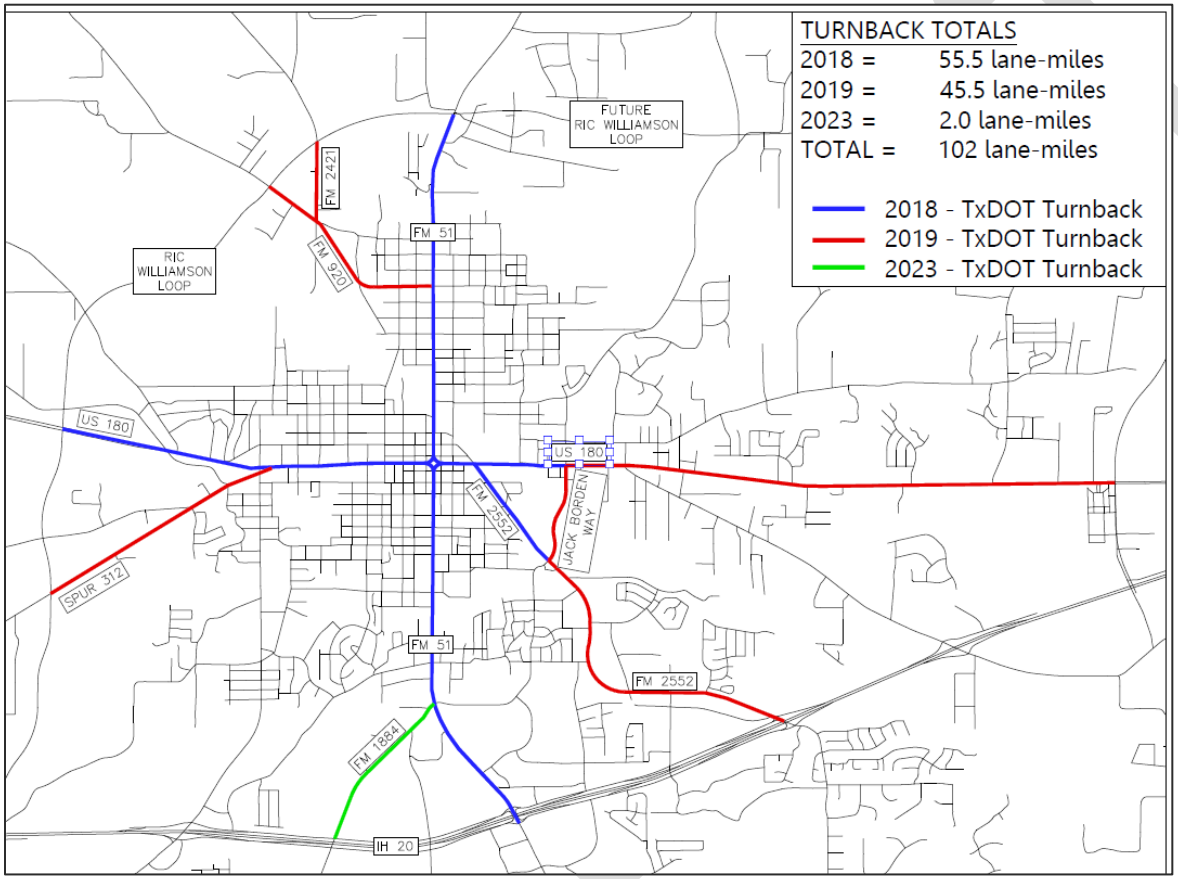


The December 1948 view of the state-mandated changes in the square reveal the traffic pattern between the parking area and the businesses in the square, which still caused death or injury to customers. (Ed Brown)

Exhibit # Current Downtown Traffic Circulation

TXDOT TURNBACK PROGRAM

In order to recapture the Weatherford square and return it to a community focal point the City of Weatherford is working with the Texas Department of Transportation (TxDOT) and the North Central Texas Council of Governments (NCTCOG) to convert the highways to city streets. This will allow local motility planning to control the main the traffic arteries within its community and allow local plans to come into full volition.



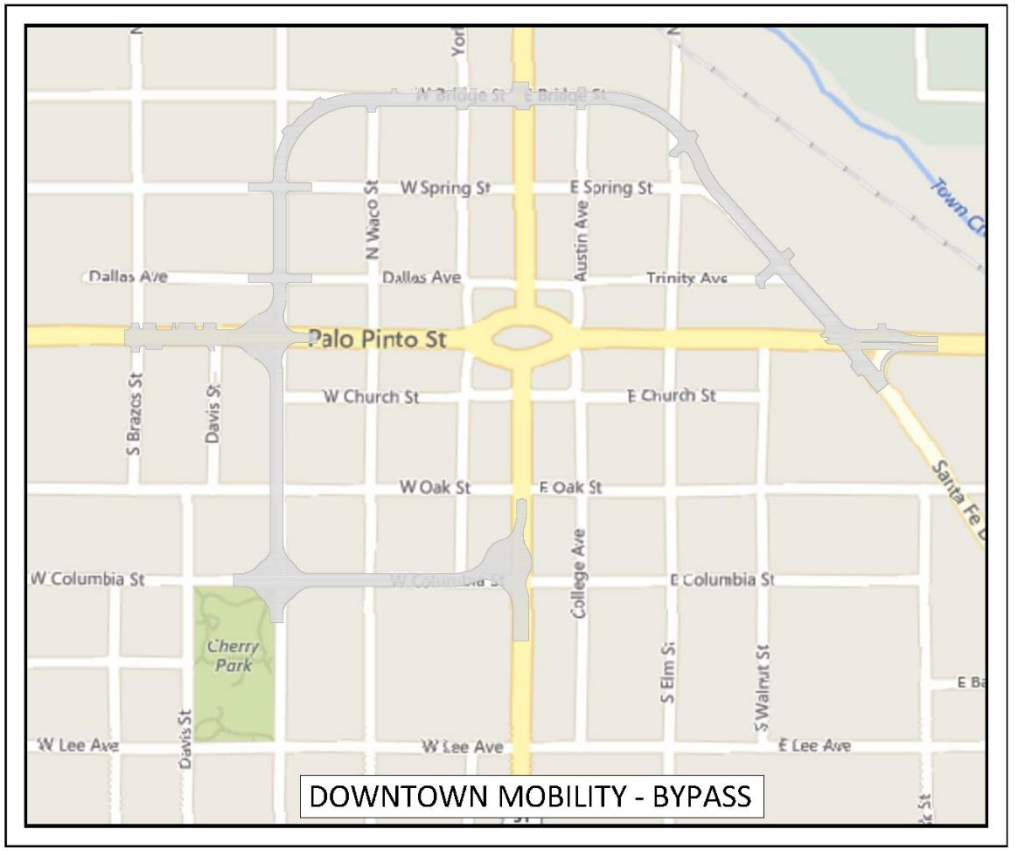
Over a prescribed timeframe TxDOT will transfer ownership and control of some State highways within the City to the City. The program is known as a Turnback Program. The City and TxDOT define which highways are to be returned to local control and what the condition the highways will be prior to transfer. The first transfer is scheduled to start in 2018.

Exhibit # - WEATHERFORD TURNBACK PROGRAM

DOWNTOWN CIRCULATION PLAN

With local control of the main conduits into the downtown area, an updated and redesigned traffic circulation system can be implemented as shown in Exhibit # that allows the downtown area to reconnect to its original purpose as the community focal point. With context sensitive streets and some traffic calming, the roadway can open some areas to redevelopment, showcase historic neighborhoods and the downtown, encourage safe pedestrian and bicycle traffic yet facilitate through traffic.

Exhibit # - Downtown Mobility Bypass



COURTHOUSE SQUARE

As major through traffic is offered a convenient by-pass around the downtown area the community can concentrate on recapturing the downtown as it's public space focal point. Many comments were made in the Downtown Action Plan and the public meetings for the General Plan that there is a desire to bring back the courthouse square and green area as a center for downtown activities yet maintain parking, pedestrian access and traffic flow. With the removal of truck traffic, the area shown in Exhibit # can be reworked to accomplish this.

PUBLIC TRANSPORTATION

As the regional population continues to grow through 2040 the need for mass transit will become more relevant and Weatherford has identified the need for a multi-modal center in or near the downtown center. A centralized center can serve both rail and bus systems as they are developed. The systems could serve as local and regional systems.

DOWNTOWN AND PUBLIC TRANSPORTATION POLICIES

The following are potential public transportation policies recommended by the Transportation Advisory Committee ad adopted by the City Council.

IN1. The City of Weatherford will work with the North Texas Council of Governments to determine the feasibility/encourage the development of a commuter rail system to Fort Worth that connects into the other Dallas-Fort Worth systems. Outside funding opportunities will be used to finance the majority of such system.

IN2. The City of Weatherford will investigate the possibility of a shuttle system in the downtown with routes around the downtown, to the college and hotels and other shopping/entertainment venues. Short routes with autonomous vehicles will also be investigated. Outside funding or grants could be utilized for capital costs and user fees/some type of improvement district could be used for funding.

SHORT-TERM INFRASTRUCTURE ACTIONS AND INVESTMENTS

Action 1. Develop localized support for commuter rail and mass transit systems through the formation of local advisory and action committees.

AVIATION AND FREIGHT

Aviation is an integral part of mobility planning and the Land Use Plan. Space for general aviation airports in North Texas is at a premium and planning for such facilities is vital for long-term economic growth. Weatherford has identified the need for a GA airport and is working with and through TxDOT Aviation and NCTCOG to define the correct strategy for blending a GA airport with adequate surface and freight facilities to provide an integrated transportation system.

AVIATION AND FREIGHT TRANSPORTATION POLICIES

The following are potential public transportation policies recommended by the Transportation Advisory Committee ad adopted by the City Council.

IN1. The City of Weatherford will work with TXDOT Aviation the North Texas Council of Governments to determine the feasibility/encourage the development of a general aviation airport serving Parker County and counties to the west. Outside funding opportunities will be used to finance the majority of such system.

IN2. The City of Weatherford will investigate various locations for available land sufficient for not only an airport but for related economic development activities such as hangers, training facilities, offices, manufacturing, freight handling and hotels. Locations will be looked at with close proximity to a major surface transportation system but with sufficient distance from developed residential subdivisions to protect both the airport and the residents. Outside funding or grants could be utilized for capital costs and user fees/some type of improvement district could be used for ongoing funding.

SHORT-TERM INFRASTRUCTURE ACTIONS AND INVESTMENTS

Action 1. Work with TxDOT Aviation, NCTCOG, and private sector entities to develop an airport site and aggerate property required for airport and supporting business parks.

Action 2. Work with governmental and private economic development groups to build a business plan supporting an airport and business park.

CONTACT INFORMATION

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Web Page	http://www.ci.weatherford.tx.us/104/Transportation-Public-Works.		

FULL ELECTRONIC COPY OF PLANS AND DOCUMENTS SUMMARIZED IN THIS CHAPTER:

2017 Updated Thoroughfare Plan Map	http://www.ci.weatherford.tx.us/DocumentCenter/View/12625
2013 Adopted Thoroughfare Plan	http://www.ci.weatherford.tx.us/DocumentCenter/View/8053
Adopted Complete Streets Policy	
Adopted Traffic Calming Policy	http://www.ci.weatherford.tx.us/DocumentCenter/Home/View/1111
Roundabouts	http://www.ci.weatherford.tx.us/1860/Roundabouts
2017 Adopted Bicycle Plan	???? Still needs location